



Credit to a small county

A pleasant Sunday drive on a summer day—if we ever have some summer this year—is across the bridge and up the river to historic old Cathlamet, with a side visit to the attractive little historical museum maintained by the Wahkiakum County Historical Society.

"A small country museum this may be, but it brings back delightful memories to many of our guests," says the Wahkiakum County Eagle in a special historical edition.

It does, indeed, bring back memories of one's childhood a half century and more ago, with its collection of now half-forgotten farm and home artifacts—copper wash tubs, cast iron waffle irons for use on a wood stove, and a multitude of other relics of days when life was much less mechanized than it is now.

The museum is a credit to a small county—Washington's smallest—and one of the first in that state to be settled.

Wahkiakum County has a long history. Cathlamet was founded in 1846 by James Birnie, a Hudson's Bay Company employee who set up a store there and named the place for the Cathlamet band of Indians then living in the area. They had recently moved from Cathlamet Bay across the Columbia.

The Wahkiakum County Eagle, in a series of historical annual editions, is preserving much of the history of the county. It tells that Pillar Rock was settled in 1848 and that in 1850 the Donation Land Act passed by Congress encouraged settlement in the area.

In 1854, when Washington territory was created, Wahkiakum County was established, with 52 inhabitants.

In those days the Columbia River was the highway to the interior and settlers tended to stay close to its banks.

Wahkiakum County had the first salmon cannery on the river, established at Eagle Cliff in 1865.

Other canneries sprang up in a few years at Altoona, Cathlamet, Skamokawa and other points. Logging and fishing became the principal enterprises in the county. Skamokawa once had three sawmills.

Chronology of Wahkiakum County, as reported by The Eagle, says that Skamokawa was settled by Mr. and Mrs. J.T.M. Harrington in 1866, Deep River by George Hill in 1867, and Grays River in 1868.

Puget Island, according to a history by the late Sam Anderson, was first settled in 1888 when a group of sawmill workers and fishermen from Portland filed homestead claims there.

Early settlers on that fertile island had trouble with floods. It was not until 1911 that dike construction began on a major scale. By the time of World War I, the dikes had largely been completed, and the island became the most intensively farmed part of Wahkiakum County.

Deep River and Grays River were settled intensively in the 1870s and 1880s by Finnish people, many of them sailors who had left their ships in Astoria. They carved farms from the forest and many became prosperous.

Samuel Walker brought his family to Grays River in 1868, to become the first settler in that valley. More families came in 1869 and the 1870s to establish farms, and the first school there was started in 1873.

Wahkiakum County suffered from lack of roads for many years. Most traffic into and out of the area was by boat.

It was not until 1930 that the Ocean Beach highway was opened from Longview to Cathlamet, the first highway to connect Wahkiakum County with the outer world. Three years later it was completed to Long Beach.

The late Arthur Danielsen, for many years Clatsop County engineer and roadmaster, used to amuse himself in his spare time by collecting nicknames.

Bob Hanson, local insurance man, has obtained a copy of the collection from Mrs. Danielsen and let me borrow it.

I remember writing something about the list way back when Art was compiling it. Now it has grown.

The list contains 34 nicknames attached to various old-timers named Johnson. In fact, there were so many Johnsons that nicknames were needed to tell them apart. Hence the nickname custom started.

There were Flatfooted Johnson, Hurry Johnson, Firebug Johnson, Tideland, Moonlight John, Round Head, Snaggin' Pete, Port Wine Charlie and many more.

Tucker Creek Johnson was the tag affixed to Peter Johnson, who was the father of present County Commissioner Hiram, Port Commissioner Howard, and other present-day Johnsons.

Rockinghorse, Slackwater, High Slack and Low Slack Johnson and others. There were Chinaman Johnson, Jerky Johnson, Smokey Hollow Johnson and Jiggling Johnson.

Saloon Albert and Water Albert Johnson distinguished two Johnsons who bore the same first name, but evidently had different habits.

Pike Pole Johnson no doubt worked on log booms, but how did Pie-Faced Gus Johnson get his sobriquet? And did Moss House Johnson live in a moss house?

The Johnsons were not the only folk to have outlandish names tacked on. For instance there were A.M. Hanson, known as Forenoon Hanson, and P.M. Hanson, known as afternoon Hanson.

There were also Pipe Hansen, Dirty Hansen and Snoose Hansen, as well as a Snoose Nelson. There were Long Andrew Nelson and Short Andrew Nelson.

No doubt Six Cylinder Peterson made more noise than Whispering Peterson.

Occupations identified many people. There were Carpet Layer Olsen, Auctioneer Olsen, Roofer Hansen, Polite Pete Johansen, Water Works Carlson, Lamp Lighter Thompson, Sailmaker Thompson, Trapper Anderson, Milkman Erickson and Undertaker Nelson.

Hungry Larson and Hungry Olsen were a couple of other names in the collection, along with Long Scotty, Short Scotty and Black Scotty, last names not given.

Pea Soup Harold Johansen was long famous in Astoria for the excellent pea soup that was the specialty in his little restaurant on 14th near the ferry landing.

Windy Pete and Gumboot Pete were a couple of Jensens. Red Whiskered Larson should not be mistaken for Whiskey Larson.

And how would one ever acquire a name like Couple of Three Times Carlson?

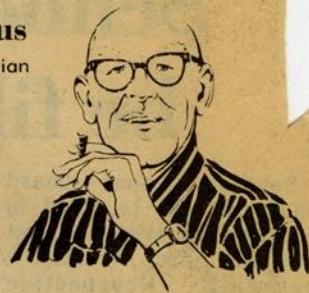
Eggs Johansen was well-known in Astoria. I used to know him myself, but have no idea how he got the name.

And one can always wonder if Three Thumb Carlson really had three thumbs. Or how did Iron Jaw Kelly get his title? Or Crying Olsen?



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The cover-up (continued)



Letters reveal Rose Barrett

Can anyone recall Rose Barrett, who was city manager of Warrenton back in 1924? She is little remembered hereabouts, although she undoubtedly was the first feminine city manager in Oregon and perhaps one of the first in the nation.

Mrs. Barrett had a brief, meteoric career as Warrenton's manager, then faded from public view. But while she had the job, she went to Washington, D.C., to fight for Skipanon River improvement and for a naval base at the mouth of the Columbia, and even carried the war right to President Calvin Coolidge himself.

E.R. Baldwin, present city manager, has found some old correspondence in the archives that tell a little about Mrs. Barrett's work.

The first is a letter dated January 25, 1924, written by Mrs. Barrett from Washington to report on her efforts to get a Skipanon improvement item into the Rivers and Harbors bill.

"I had an interview with the President and also with Mrs. Coolidge on Wednesday and also expect to have an interview with Secretary Denby of the Navy tomorrow morning at 11," she wrote. "I am going to do what I can with him regarding the naval base at the mouth of the Columbia River."

She also reported she had interviewed various reporters and was getting some good publicity for Warrenton and the port of Astoria.

The next item is a letter from E.J. Adams, secretary to Sen. Stanfield of Oregon, dated February 26.

Adams reported that Mrs. Barrett had left for home the day before.

"We feel that her coming has accomplished a great deal for Oregon, the mouth of the Columbia River, and particularly Warrenton," Adams wrote. "She has been given newspaper publicity in which Warrenton has always been included and that money could not buy."

"Last Sunday the Washington Herald carried a half page illustrated write-up and the Washington Post carried her picture and a little story.

"She did everything that could be done and with every prospect of success to have Congress authorize the Board of Army Engineers survey Skipanon Channel and make report on the improvement you are asking . . . She did some very good work for the appropriation to continue the work on Tongue Point naval base . . . The fact that she was City Manager of Warrenton, and the only lady City Manager in the United States made it

possible to get for her the right start, but it is entirely due to her splendid personality and real ability that she was able to attach and hold the friends that she met."

Adams also apparently attempted to smooth the way tactfully for submission of an expense account by Mrs. Barrett:

"Of course, it necessarily cost considerable money to provide legitimate entertainment in the form of luncheons and dinners and taxis for the many, many people that she met here and are in position to boost for Warrenton and the Skipanon Channel. To those of us who live quietly in small places such necessary expenditures seem excessive, but to those who are familiar with the life here and the extreme cost of such expenditures, this is easily understood."

The next entry is a letter to Mrs. Barrett, in Warrenton, from one George E. Whitmire in Washington, who did not otherwise identify himself, reporting that a Mrs. Whitton who owned property in Warrenton had showed up and complained that spending money to improve the Skipanon Channel would be a lot of foolishness. Nevertheless, he wrote, the Army Engineers could be expected to

give a favorable report on the project.

The next item is a March 17 letter from Mrs. Barrett to the city commission, asking reimbursement for \$250 debt she had incurred in Washington, for pictures, hotel bill, salmon, clams and apples for gifts, and the like.

On April 2, writing on stationery of Portland's Multnomah Hotel, Mrs. Barrett submitted an itemized bill for \$2,000 in expenses covering the trip to Washington. She also complained that her prior request for \$250 to cover indebtedness she had incurred had been laid on the shelf.

Next item is a letter of resignation dated January 26, 1925. She thanked all who had worked with her and expressed confidence in the future of Warrenton and the lower Columbia. She also noted there had been some criticism of the new city manager form of government adopted in 1924, but defended Mayor W.C. Wickline and Commissioners Elmer Myers and Fran Warren as having done their duty as they saw best, and urged critics to "wait to make your criticism until you have some concrete plan to offer for improvement."

Recently in this column I touched on the problem of "shakers" or immature fish taken by the ocean troll fisheries,

both sports and commercial.

In response, Vince B. Miller, Rosburg, Wash., president of Northwest Hatchery Protective Association and a veteran of 45 summers and 20 winters in fishing, has sent in the following:

"Your solution was negative—'cut the trollers back'. A study of these problems would have shown that they are mostly caused by the state hatchery programs.

"Salmon runs have been juggled so that returning fish come in after the gillnet season is over and a point of obvious evidence is what happened this winter at the Grays River, Wash., salmon hatchery, where no egg taking was scheduled for the Toutle genetic stock and the gillnet season was closed as scheduled November 1.

"Instead of being caught in good condition, these fish were caught at the hatchery and mostly sold in much poorer condition.

"The hatcheries have moved most of the salmon runs to come in before or after a gillnet season. The result is small fish for everyone, if they catch any, but the intended result is apparently no fish for anyone when they schedule a fish run too late for value in the ocean troll, charter sport fisheries, too late for gillnetters in the river, and to cap it all the stock chosen is late Cowlitz genetic that is famous for being "hook shy" in fresh water.

"The changeover to late Cowlitz genetic silverside salmon began in 1967 on the Washington side of the Columbia and now 64 per cent of the hatchery program and 15 per cent on the Oregon side.

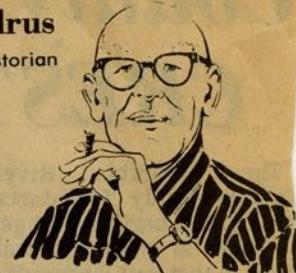
"Another bad thing about these late fish coming in with the steelhead is that they dominate in natural spawning areas and result in less natural steelhead spawning success.

"A positive approach to these problems would be the early Toutle genetic stock which we had before. These are a much larger salmon and mature more than two months earlier. They are better for all of the commercial ocean troll and charter fishery and better for all of the sport fishery because they are larger earlier in the ocean, they come in during gillnet season, they don't compete with winter steelhead for spawning beds and they are hook-hungry in fresh water."

Thanks, Mr. Miller, for your comment. It seems logical. Wonder if the hatchery people have any explanation for what Mr. Miller says they are doing?



"Did Mrs. Rabbit leave home because she felt her marriage was stifling her personal growth?"



Marker interest revives

Bulldozing work along the Ridge Road, just west of Smith Lake, has caused some concern to Hammond residents who put up a marker in that vicinity some years ago, indicating the site of the Solomon Howard Smith homestead.

As a result of their concern, county officials investigated, found some of the bulldozer activity was on the highway right-of-way, and ordered it stopped.

This incident has also aroused interest in providing a permanent marker at the Smith homestead site. The Hammond Progressive Club's wooden marker has long since vanished.

Monday evening the Clatsop County Historical Advisory Committee discussed the problem of providing adequate permanent markers for this and other important historical sites. The committee voted to use \$1,100 remaining of its budgeted funds for the current fiscal year for the purpose.

Chairman Russell Dark was authorized to investigate cost of obtaining large boulders of suitable shape, having them carved with brief identifying legends, and transported and placed at the sites.

Committee members indicated their belief that the Solomon Smith homestead site has a high priority among places that need markers.

Solomon Smith, first white settler on Clatsop Plains, was Oregon's first public school teacher, the first man to bring cattle and horses to Clatsop County, the first to plant a crop in the area.

As the man responsible for such a list of "firsts", his home site should be a noteworthy spot in Oregon history and well deserves an adequate marker.

Few present residents of Clatsop County probably even know where it is.

Solomon Smith, a New Englander, came to the Oregon Country in 1832, reaching Fort Vancouver where Dr. John McLoughlin put him to work teaching school.

A year later Smith married Celiast, daughter of Chief Coboway of the Clatsop Indians. He moved from Fort Vancouver to the Salem area, but his wife wanted to go to Clatsop County, home of her ancestors. So in 1840 Mr. and Mrs. Smith moved to Clatsop Plains, where he built a log home just west of Smith Lake, about midway of the north-south length of the lake and apparently about halfway between the lake shore and the present Ridge Road.

The buildings are long gone, but Russell Dark says there is still an old cistern that survives from Smith's day.

A set of old township maps, made from 1855 surveys and preserved in the

County Road Department office, shows the Smith place with three dots marking three buildings there. They are located astride a section line, which should help locate the site exactly.

Shortly after the Smiths settled on Clatsop Plains, he went to the Willamette Valley and bought cattle and horses, bringing them to Clatsop Plains by a roundabout trail over the Coast Range hills via the Salmon River valley, then up the coast to Clatsop Plains.

Smith also started operating a trans-Columbia ferry service, when weather permitted, using two canoes hooked together to carry passengers and a limited amount of freight. No doubt he was the first ferryman on the Columbia estuary.

In 1844, when a few more settlers had come to Clatsop Plains, Smith started a school in a log building provided by Robert Morrison. It was the first public school in Oregon and he was the first teacher. Some Indian children were enrolled along with the white youngsters of the settlers, and Celiast Smith acted as interpreter.

Mr. and Mrs. Smith, incidentally, eventually had six children of their own.

Later Smith moved to Lexington, a town located in what is now the south part of Warrenton, on the left bank of the Skipanon River, and operated a store there.

In 1843 Smith was one of the organizers of Oregon's provisional government.

In 1844 Clatsop County was created and the first meeting to organize its government was held in Smith's Lexington home.

In 1874 Smith was elected state senator, representing Clatsop and Tillamook counties.

According to one report, Smith died August 14, 1876, and was buried in the Pioneer Memorial cemetery on Clatsop Plains. Another report gives the date of his death as June 19, 1891.

The current issue of Oregon Motorist, publication of the Oregon Auto Club, tells the story of a piece of mail sent to its Astoria branch in 1939 which vanished for 36 years.

The item was a brochure mailed from the Portland head office of the Auto Club — then known as Oregon State Motor Association — to Ellamae "Woody" Naylor, head of its just-opened Astoria branch office. She never received it.

On January 14 of this year the item came back to the Portland office, stamped "Returned to sender, refused"

and with a postage due notice for 8 cents.

The item had only a 2 cent stamp, as 2 cents was all the postage required in 1939. This calls attention to the fact that the rate has increased 500 per cent in 36 years — somewhat faster than the general rate of inflation.

Astoria Postmaster Dan Thiel, queried by the Auto Club, was mystified. He said some unidentified person had handed it in to a window clerk, with the comment that it was not his mail.

Mrs. Naylor, whose husband Walter was then on the advertising staff of the Evening Astorian-Budget, now lives in Portland. She could offer no explanation. She said she had never received the brochure.

The Auto Club reports that Postmaster Thiel kindly offered to refund the 8 cents postage due, as the envelope had adequate postage when mailed in 1939.

Sport writers, let us hope, will soon tire of their currently favorite new word, "helluva."

It is almost impossible to go through the sport section of some newspapers these days without seeing this strange world appear at least once. It is almost always put into the mouth of the coach of some winning team in a post-game

interview. He always says his boys "did a helluva job." Since "helluva" might mean anything from superb to atrocious, why not try for something more descriptive and original?

Another thing that disturbs me is the term "U.S. flagships" to describe merchant vessels flying the U.S. flag. "Flagship" properly means the ship flying the flag of the admiral or other officer commanding a fleet, squadron or other group of warships. Yet one frequently sees the term misused in news stories.

KEX radio station, Portland, recently distributed a handout news story reporting that ex-Gov. Tom McCall would start conducting a radio commentary, and it further reported that McCall had received "national notoriety" during his tenure of office for his views on public affairs. Not exactly flattering to McCall, if one understands the meaning of "notoriety."

Another verbal abomination that appeared recently in print was "prioritize."

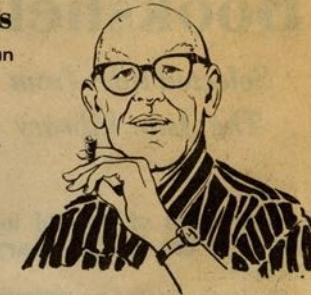
And in this newspaper the other day one could read that a certain young lady was a "principle" in the Miss Oregon contest.

Meanwhile TV and radio people continually talk about "cement" walls, sidewalks and other objects made of concrete.



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"I shoulda been born in an OPEC country!"



Shively Park's long history

The Shively City Park, sale of which recently was discussed at an Astoria city council session, has been municipal park property since 1903 — almost three quarters of a century. It is almost a historical relic in itself.

Astoria's park commission was created in June 1901, under authority granted by a legislative act of 1899. In those days, long before adoption of Astoria's present council-manager form of government in 1923, the city had several quasi-autonomous commissions to handle various aspects of municipal government.

The first park commissioners included Mayor Isaac Bergman, who was ex-officio chairman; City Engineer A. S. Tee, Martin Foard, H. Hamblet, August Hildebrand, C.H. Page and G.C. Fulton.

One of their first actions was to buy the hillock south of the just-completed city reservoir at 18th and James streets, a 12-acre tract that had formerly been part of the John Shively donation land claim.

The hill, now thickly wooded, was a wilderness of stumps at that time, as shown by old photographs in the city engineer's office taken in 1895 when the reservoir was under construction. Evidently the area had been logged only recently. All the trees in the present city park have grown since then.

The park had its heyday in 1911, year of Astoria's Centennial celebration. A log replica of Fort Astoria was built on the northern slope of the park, while the south slope was converted into an amphitheater, with a stage at the bottom of the slope where the Centennial pageantry was staged.

The Fort Astoria replica was torn down soon after the Centennial, but the wooden seats of the amphitheater survived several years, finally being engulfed by a growth of young alder.

In 1920, the present community house was built at a cost of \$4,713. It has been a popular gathering place ever since for weddings, organization picnics, meetings, playground activities and parties.

The city's annual report shows that 207 events were held there last year, with total attendance of 5,366. Club meetings and dance practices were the most popular activities.

The steep eastern slope of the park once was fenced in and in the 1920s was a deer pen, where stray deer were impounded and could be seen by passing motorists on the Williamsport road.

And, of course, the park is the location where the old portals of the

Weinhard-Astoria hotel were placed after that hostelry burned in the 1922 Astoria fire.

The old park has had a long and useful career and like the Union Pacific, "it's story's just begun." It is well worth the low cost of maintenance.

U.S. District Judge George Boldt, upholder of Indian treaty rights to catch salmon, has run into an awkward situation with his latest ruling. He ordered that Indian fishermen be permitted to fish for Fraser River sockeyes with any legal gear, free of restrictions imposed on non-Indians.

This brings the Indian treaty rights to fish salmon into apparent conflict with another treaty.

The extremely valuable sockeye fishery has been governed for more than a half century by a treaty between Canada and the U.S. It was drawn up at the time the Fraser was cleared of an obstructing slide by cooperative action of the two countries. The slide, created by construction of a railway line through the Fraser Canyon, had almost blocked the sockeyes from their upstream spawning area.

Under the treaty, an international commission was set up and adequately financed to establish a scientific study of the sockeyes and set up a management program. It has ever since been considered a model of fine fishery management, and has brought the sockeye run back to becoming the basis of a multi-million dollar industry.

It will be indeed unfortunate if Judge Boldt's meddling results in damage to the management program or upsets the treaty.

Conceivably, the issue created by Judge Boldt's order could wind up in the U.S. Supreme Court to determine what treaty has precedence here.

The reason an international treaty was needed to manage the fishery is that Canadian and U.S. fishermen share in harvest of the runs, although the Fraser River is entirely in Canada. The sockeyes from that river go into Puget Sound and are heavily fished by U.S. fishermen.

The Fraser sockeye is the same small but tasty salmon that has long been called the blueback in the Columbia and the Alaska red in the several Alaska streams which maintain runs of the species.

Sketches of Astoria in 1854 and 1857 are contained in a new book, "James Madison Alden," by Dr. Franz Stenzel of Portland. The Astor Library has received an autographed copy of the

book, which is published by the Amon Carter Historical Museum, Ft. Worth, Texas.

James M. Alden was a young Yankee artist who visited the West Coast between 1854 and 1860 aboard the survey ship Active. The author of the book, assisted by Mrs. Stenzel, has accumulated 750 of Alden's works in eight years of research.

Among the many illustrations of Pacific Coast scenes in the book are several of Astoria, which Alden visited in 1854 and again in 1857.

One 1854 view of "Old" Astoria looks shoreward from Leonard and Green's store, showing about eight dwellings, with a few outbuildings, and a backdrop of forest — a feature that appears in all the Astoria sketches made by Alden. The text says the sketch was made from the same point as one by another artist in 1846 and that Alden's drawing shows only one dwelling had been

added in the intervening eight years.

Another plate of "Old" Astoria, looking outward across the Columbia, shows a half dozen dwellings.

A third shows "New" Astoria, with a small dock, and about eight homes. Another sketch shows the Astoria graveyard with scattered headstones among brush and stumps.

A sketch made in 1857 shows Astoria as seen from the top of the Fort George knoll, looking west. It shows a small bay in the foreground with a dock on the west side and perhaps 20 dwellings scattered around the bay.

The area in the picture would be the present downtown Astoria, but in 1857 it was mostly forest. The small, semi-circular bay depicted in the sketch presumably would be just west of the present Lovell Auto Company garage, and its head would be in the neighborhood of the present Peace Lutheran Church.





Like a family album

MAY 1, 1975

The collection of old photographs of local scenes and people now on display in the main room of the Astor Library is a dandy. It contains pictures some of which have never before been put on public display.

Among the oldest and most fascinating are a couple made in 1854, showing the Shubrick, first lighthouse tender on the Pacific Coast, and the pilot boat California, with old, old Astoria in the background.

The California, operated by George Flavel and Alfred Crosby, was one of the first pilot vessels here. Flavel and Crosby brought it around Cape Horn from the East Coast in 1852.

Russell Dark, who gathered the pictures for the display, said these particular photos were found stored in the Maritime Museum, with others for which the museum had no display space available.

Also in the collection at the library is a picture of Crosby's residence, built of lumber that came around Cape Horn.

Other interesting old photos show Scow Bay, before it was filled in and when the beach at the foot of the hills behind the bay was lined with houseboat scows in which fishermen lived. These scows were towed to the fishing grounds in the summer season and beached at Scow Bay in the winter—hence the name of Scow Bay.

The photos show Exchange Street crossing the bay on a trestle. It was the only route between downtown and Uppertown in those days.

Dark says the Scow Bay photos were from the collection of Stewart Coe, a pioneer Astoria photographer. After Coe's death, his widow sent the pictures to a brother, who later turned them over to another relative, and the collection is now stored in the basement of a Longview home.

The display in the library also includes a rarely-seen portrait of Capt. George Flavel, the pioneer bar pilot, banker and merchant, whose home is now the county historical society museum. This picture was given by Mrs. Harry Flavel to Rolf Klep, who made it available for the display.

Dark says the library display includes pictures he acquired from various sources—some from the Maritime Museum, some from the collection of the late Frank Woodfield, some from various people in Astoria.

One of the photos even provides proof that Astoria once had horse cars. It shows a single tired-looking horse dragging a street car along the track past the Clatsop mill, which occupied

the area where the Astoria Plywood Company mill now stands. Readable by reading glass on the side of the car is the legend "Astoria and Alderbrook Railway."

Russell Dark, who supplied the display to the library, is a retired newspaperman who is now engaged in searching the dusty archives in the Clatsop County court house basement, indexing them and making copies and microfilms of some of the earlier records that have deteriorated with age.

"I hope to provide eventually a comprehensive card index to the history of Clatsop County, as recorded in the county records and in the files of The Daily Astorian and its predecessor newspapers," Dark said.

Dark started his indexing with the first county records, which were started September 2, 1850, when the county was organized and set up shop in the first county seat, Lexington, a village on the left bank of Skipanon River that is now included within the Warrenton city limits.

Records of the probate court started on that date W.H. Gray, David Ingalls and R.S. McEwan were county commissioners.

Dark says so far he has the records indexed up through 1860, so he still has a long way to go.

"I work at the job about three hours a day," he said.

Dark was born in Illinois, but came west with his family in time to see the 1905 fair in Portland. Later he lived near Knappton, Wash., for a time, where his uncle was logging. His father worked there as a bookkeeper after the 1907 economic depression.

Knappton was in those days the site of a large sawmill, with a considerable village of mill workers around it. Steam schooners came up the Columbia River north channel to load at the Knappton mill dock, remnants of which can still be seen from the road that runs between the Astoria bridge and Naselle.

The Knappton mill burned in the early 1930s and was never rebuilt. Knappton became practically a ghost town thereafter.

Dark says that as a boy he lived "all over Oregon" as his father was a Methodist minister, and the Methodist church has a custom of moving its pastors frequently from town to town.

During the years after World War I, Dark worked for The Oregonian in Portland for many years. He returned

to Astoria in 1968 and was for a time on the news staff of the Astorian-Budget before retiring. He is currently Astoria correspondent for the Portland Oregonian.

Dark is chairman of the Clatsop County Historical Advisory Committee and is as well-informed in the county's history as anyone now alive.

Recently in this column I mentioned Hans Andersen, the first Norwegian settler in Astoria, who came here in 1851, and later moved to Olney and then to the Nehalem valley with his wife, an Indian girl.

Ethel McCoy, a lifelong resident of the county who is well acquainted in the Olney and Nehalem Valley areas, said that members of Andersen's family have lived in the county a long time, and some may still be here.

The Andersens lived near Youngs River Falls for a time and later went to the Nehalem Valley at an unknown date, settling on what later became the Bay family farm near Vine Maple,

between Jewell and Elsie, Mrs. McCoy reports.

They had two sons, Astor and Nate. Astor Andersen became postmaster at Jewell, while Nate continued to live at the family farm near Vine Maple.

Later Nate and his wife separated. He remarried and moved to near Coquille in Coos County, and had two daughters.

"One of these daughters came back to Clatsop County and married a man living near Olney," Mrs. McCoy recalled. "I forget the name, but I remember she once asked me if I knew what Indian tribe her grandmother belonged to."

A son of Nate and his first wife, George Andersen, lived in Alaska for some years but reportedly has returned to Clatsop County.

Mrs. McCoy said she will continue to try to trace what has become of the descendants of Hans Andersen, Astoria's first Norwegian who came here more than a century and a quarter ago, when the town was very young.